

CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Garz Airfield</u>		
		25X1
EVALUATION <u></u>	PLACE OBTAINED <u></u>	25X1
DATE OF CONTE <u></u>		25X1
DATE OBTAINED <u></u>	DATE PREPARED <u>28 September 1955</u>	
REFERENCES <u></u>		
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) <u></u>	
REMARKS <u></u>		
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This is UNEVALUATED Information		

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1. Garz airfield which is an old field of the former German Air Force is to be improved and modernized. The order was given by the Soviet construction staff at Werder that requested to carry out the order as quickly as possible. The construction project, formerly bearing the designation "Gustav", was known under No.W 032. At first, work was to be done on the considerably damaged concrete lanes. All excavation work connected with this project were dealt with priority by the VEB Ing Tiefbau Brandenburg. In early August 1955, 319 persons were employed at the field. Herr Pilz (fmu) was the construction supervisor and Wilhelm Fleer was the business manager. There was a shortage of excavation workers and the so called "black" personnel. Workers traffic to and from the construction site was poorly organized and there were only a few regular traffic connections.
2. On 4 August, representatives of the VVB Special Construction Bureaus at Potsdam and Fuerstenberg/Havel and of the VEB Ing Tiefbau Brandenburg participated in a conference on Garz construction site and the following items were discussed:
 - a) Keeping of target date set for 31 December 1955.
 - b) Critique on estimate of costs.
 - c) Inspection of construction site.

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- a) The target date set on 31 December 1955 will be met only after overcoming great difficulties. The VEB Ing Tiefbau Brandenburg pointed out that it required 6 to 8 hours per day for their workers to come and go from work because of the unfavorable traffic conditions. It was suggested that a 17-seat bus be run twice a day from the construction site to Anklam. The VVB Special Construction Bureau Potsdam agreed to this proposal and, for this purpose, was willing to allot 25,000 to 30,000 eastmarks, providing that the runway would be ready to turn over by 1 December 1955. The Potsdam Special Construction Bureau also promised a bonus of 25,000 eastmarks for completing work on the object by 31 December 1955, and an additional 1,500 eastmarks per day for terminating work prior to that date. A total of 200 convicts were requested from the competent authorities because not enough civilian laborers were available.
- b) The Soviet construction headquarters in Werder that had given the order,

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objected to the sum of 7,000 eastmarks requested for the estimate of costs by the VEB Ing Tiefbau Brandenburg that could not present a written order. One colleague together with a representative of the construction staff checked the calculation by the VEB Brandenburg and handed over the computing papers to the Potsdam Special Construction Bureau for further checking.

- c) After inspecting the construction site, no major disapproval was expressed, but it was stated that work had been started in a way that was difficult to survey and that only 8 percent of the total plan was fulfilled so far.

Comment. The information that work at Garz airfield is to be completed by 31 December 1955 indicates that the improvement work has priority although no concrete runway is to be established. The employment of convicts and the granting of bonuses were repeatedly mentioned.

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